

WELCOME

Highway 101 Greenbrae/Twin Cities Corridor Improvement Project

Informational Open House



www.tam.ca.gov

Project Area



Partners & Roles

- **Transportation Authority of Marin (TAM)**

TAM is the sponsoring agency responsible for directing the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project.

- **California Department of Transportation (Caltrans)**

Caltrans serves as the lead agency for environmental review pursuant to the National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA). Caltrans also provides technical oversight, participates in a Technical Advisory Committee and, as “owner” of the freeway facility, ensures that the proposed project components meet state and federal standards and guidelines for operations and safety.

- **Local Agencies**

Local agencies includes local government agencies and municipalities affected by any improvements. They include: the Town of Corte Madera, City of Larkspur, County of Marin, Marin County Transit District, and Golden Gate Bridge Highway and Transportation District.



Project Background

Several previous studies and related projects have been completed for the corridor



- ▶ The 2002 Interim Planning Report included a range of preliminary options
 - With input from the public, the Larkspur City Council and Corte Madera Town Council indicated their preference for Option 4 with certain modifications in March 2003. The detailed analysis should:
 - Study the Tamalpais Drive/ 101 interchange
 - Study the Madera on- and off-ramps
 - Address impacts to local traffic circulation and bicycle/pedestrian access



- ▶ The 2004 Central Marin Ferry Connection Project Report identified preferred alternatives based on input from the public (input at public meetings and survey responses) and the Technical Advisory Committee
 - The Final Environmental Document approved 2011. Currently in final design.



- ▶ 2012 Roadway Signal Synchronization Report for Sir Francis Drake Drive
 - Uniform traffic flow will decrease travel time and help reduce rear end collisions
 - Buses will enjoy travel time savings and can more easily merge into the more uniform traffic flow from bus stops along the corridor.

- ▶ Project Study Report for the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project
 - On March 17, 2011 the Caltrans District Director approved the Project Study Report (PSR). The PSR is a document that defines the project scope, cost and schedule which is then used as the basis for developing the engineering design and environmental document.

Project Purpose

The purpose of the project is to reduce traffic congestion within the Greenbrae/Twin Cities Corridor by alleviating the short merging, diverging, and weaving areas along US 101. This will be accomplished through the reconfiguration of existing US 101 interchanges, and the construction of auxiliary lanes and collector-distributor roadways. Auxiliary lanes are constructed between on and off ramps to allow drivers a safe way to merge into traffic while also preventing bottlenecks caused by drivers attempting to enter or exit the freeway. Collector-distributor roadways are parallel roads to the freeway which help move traffic from local streets to the freeway.

In addition, project improvements to existing transit and pedestrian/bicycle facilities, and the construction of new facilities, are intended to make these alternative modes (i.e., buses, bicycles, and pedestrians) more attractive and efficient in order to reduce traffic volumes in the Greenbrae/Twin Cities Corridor.

The project is expected to provide the following benefits within the Greenbrae/Twin Cities Corridor:

- Reduce traffic congestion along US 101
- Improve local roadway access to and from US 101
- Improve accessibility to local and regional transit
- Improve pedestrian and bicycle access through the Greenbrae/Twin Cities Corridor
- Improve the safety and operation of US 101

Key Issues Raised To Date

- **Community Involvement:** Collaborate with community and agencies to identify issues and develop solutions. Visual design considerations incorporated into project.
- **Local Circulation:** Address potential changes/impacts to adjacent street circulation.
- **Regional Traffic:** Improve corridor congestion and safety.
- **Environmental:** Avoid and/or minimize any potential impacts to sensitive wetland areas and special-status species.
- **Visual Impacts:** Ensure visual design considerations incorporated into project.
- **Bicycle and Pedestrian Access:** Provide safe/easy access across highway and creek. Consider loss of pedestrian overpass.
- **Cost:** Develop lower-cost and less-intensive options or focus on other transit solutions.
- **Local Business Access:** Maintain access for shopping centers and other businesses.
- **Property Impacts:** Limit acquisition of property.
- **Transit:** Improve access and connectivity to transit.

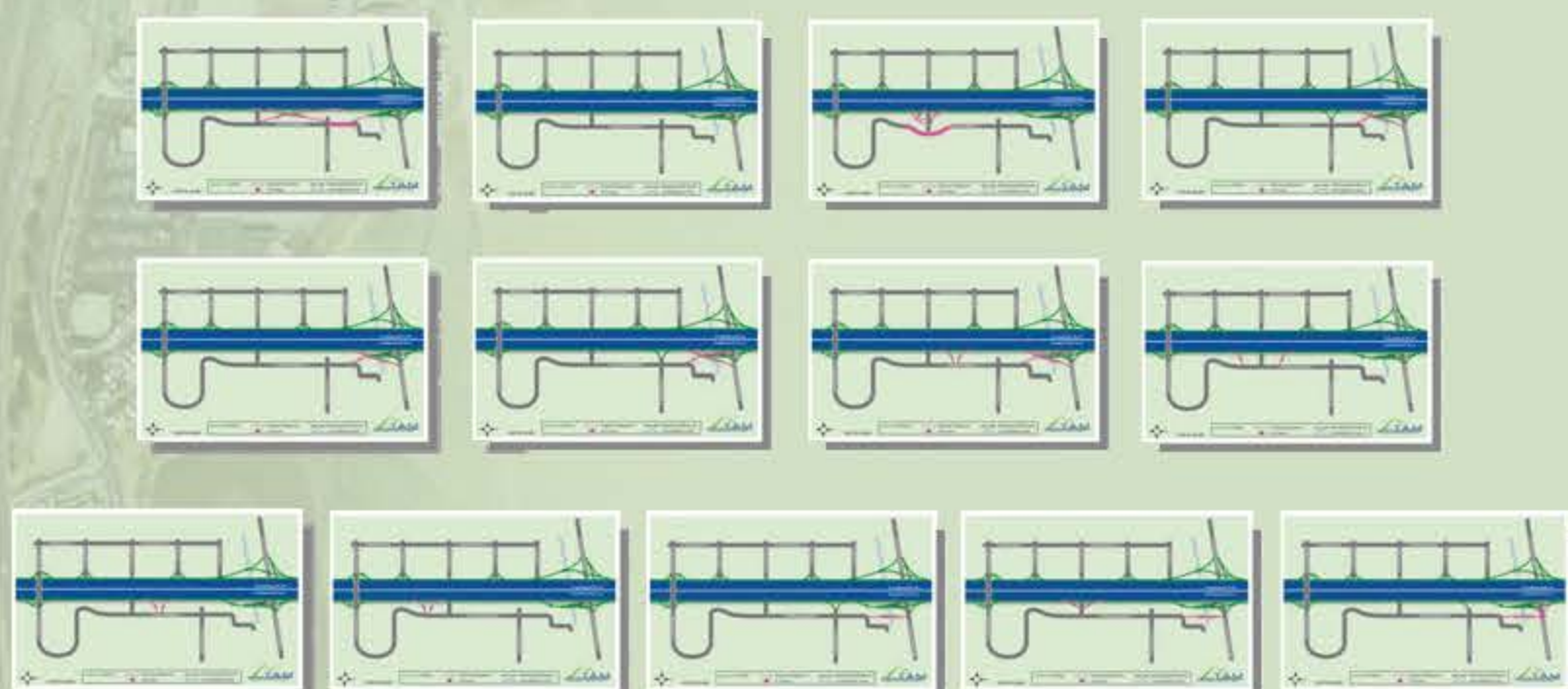
Existing Conditions



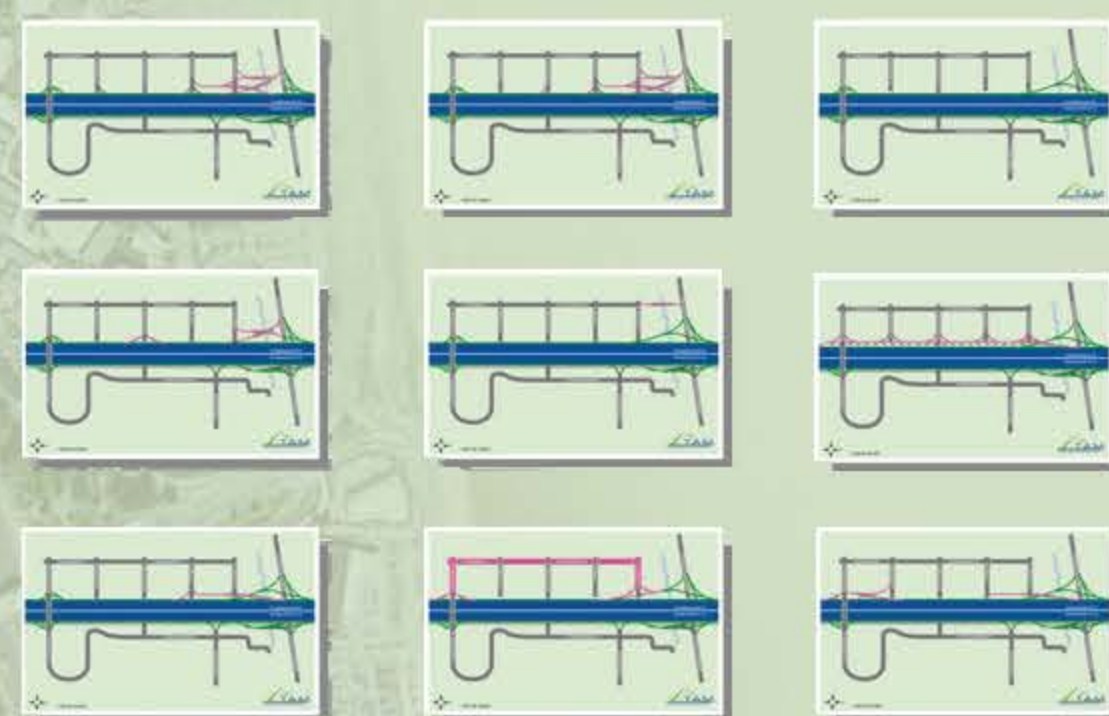
Alternatives Screening Process – How More Than 20 Conceptual Options became the Proposed Project

20 + Initial Improvement Options

NORTHBOUND



SOUTHBOUND



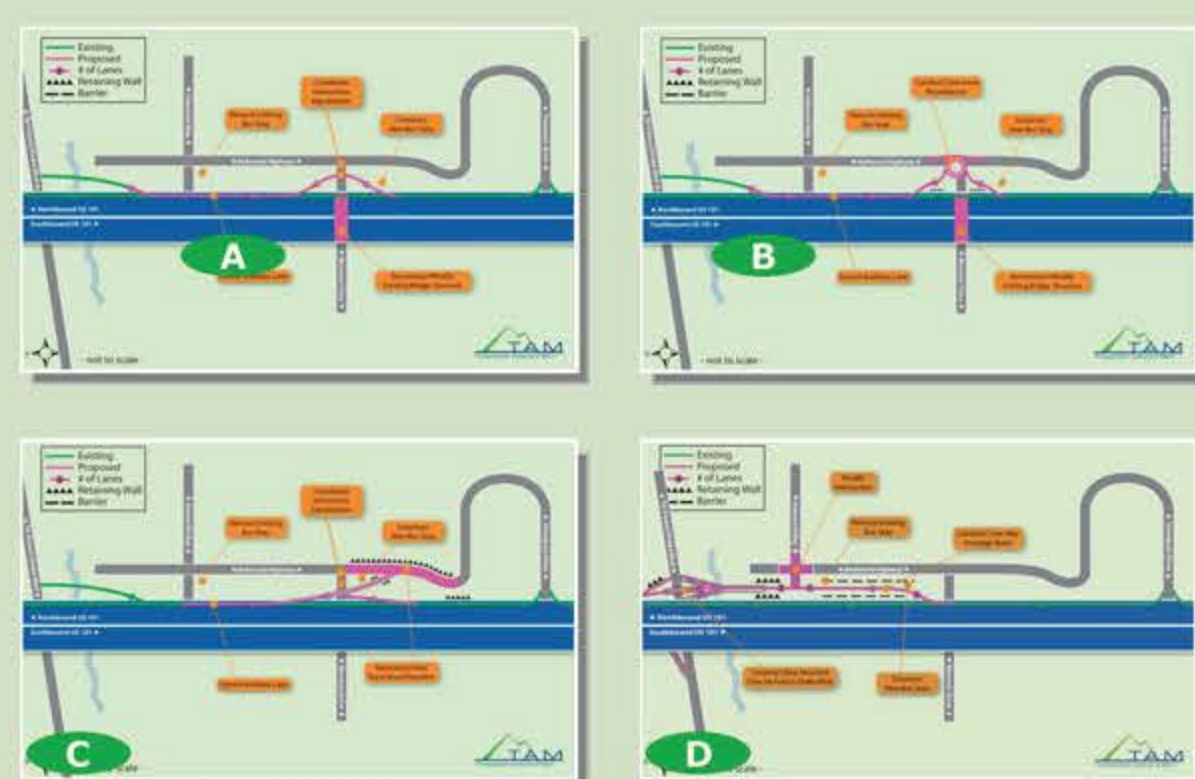
TRAFFIC
ANALYSIS AND
OPERATIONS

ENVIRONMENTAL
IMPACTS

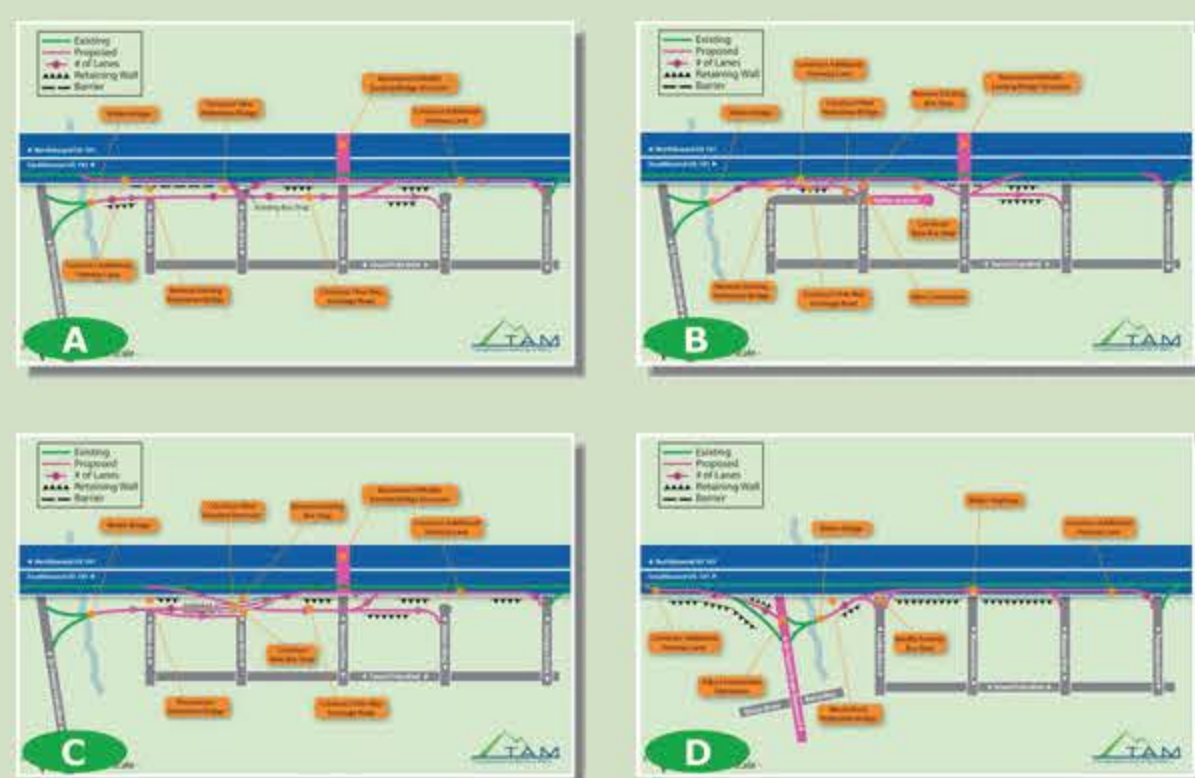
STAKEHOLDER
AND PUBLIC INPUT

8 Improvement Options

NORTHBOUND



SOUTHBOUND



TRAFFIC
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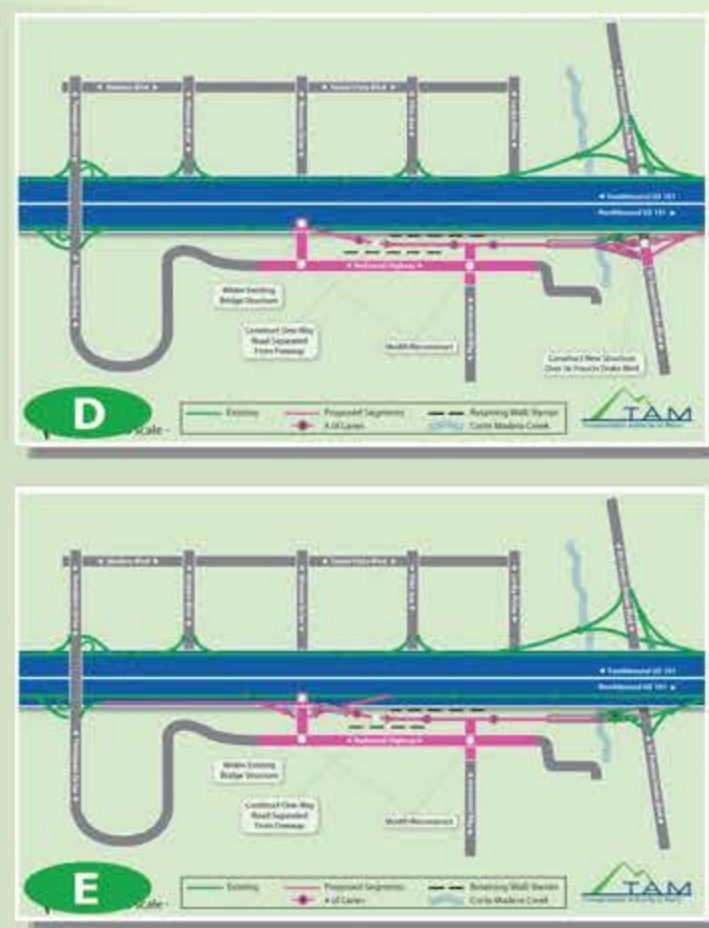
STAKEHOLDER
AND PUBLIC INPUT

CONSTRUCTABILITY

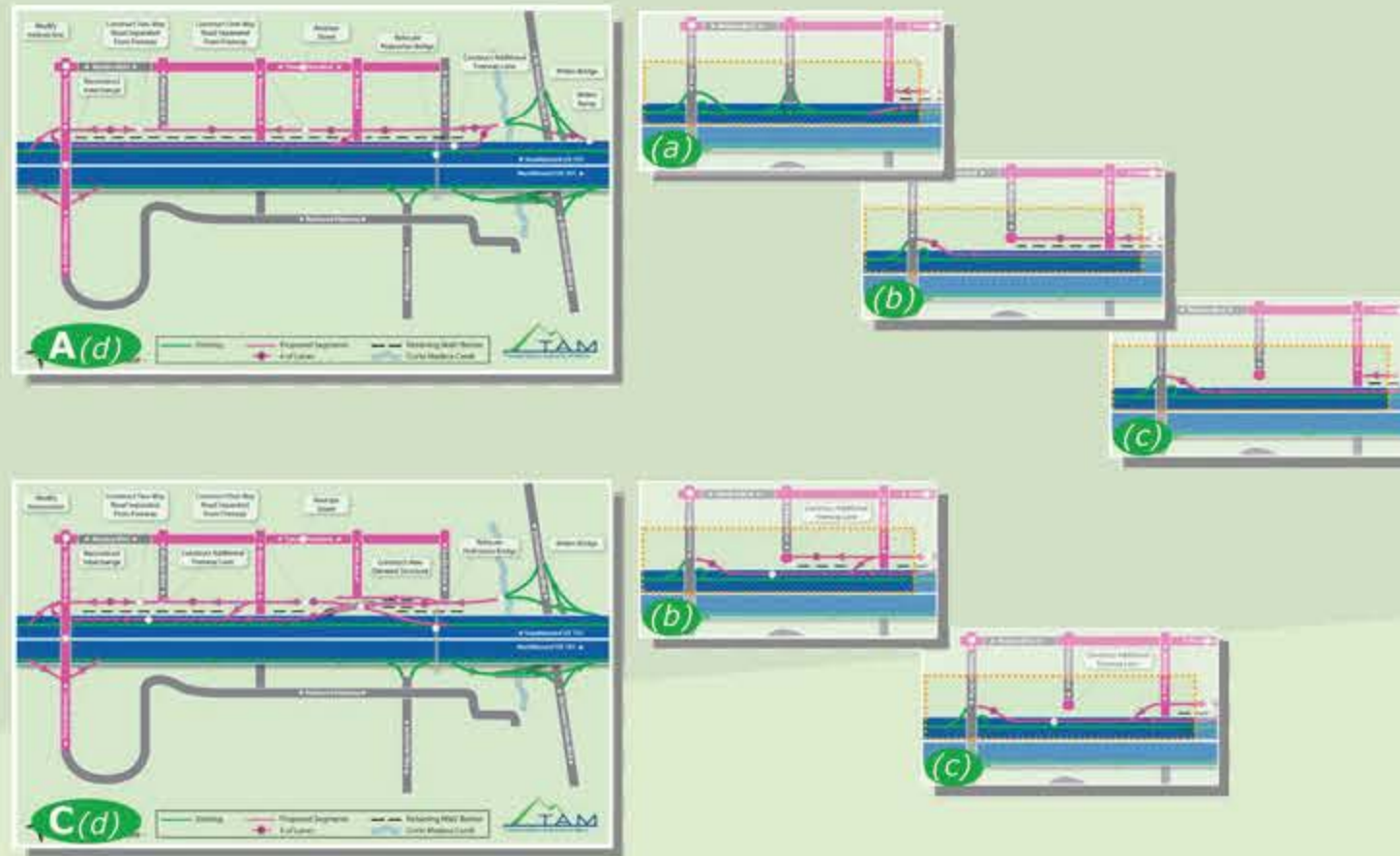
COST/FUNDING

2 NB and SB Options

NORTHBOUND



SOUTHBOUND



TRAFFIC
ANALYSIS AND
OPERATIONS

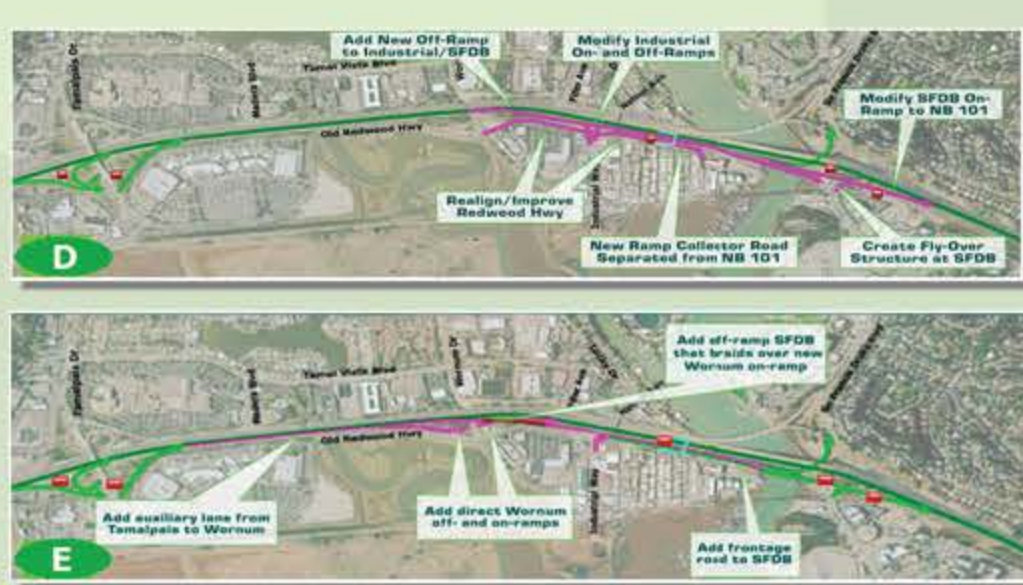
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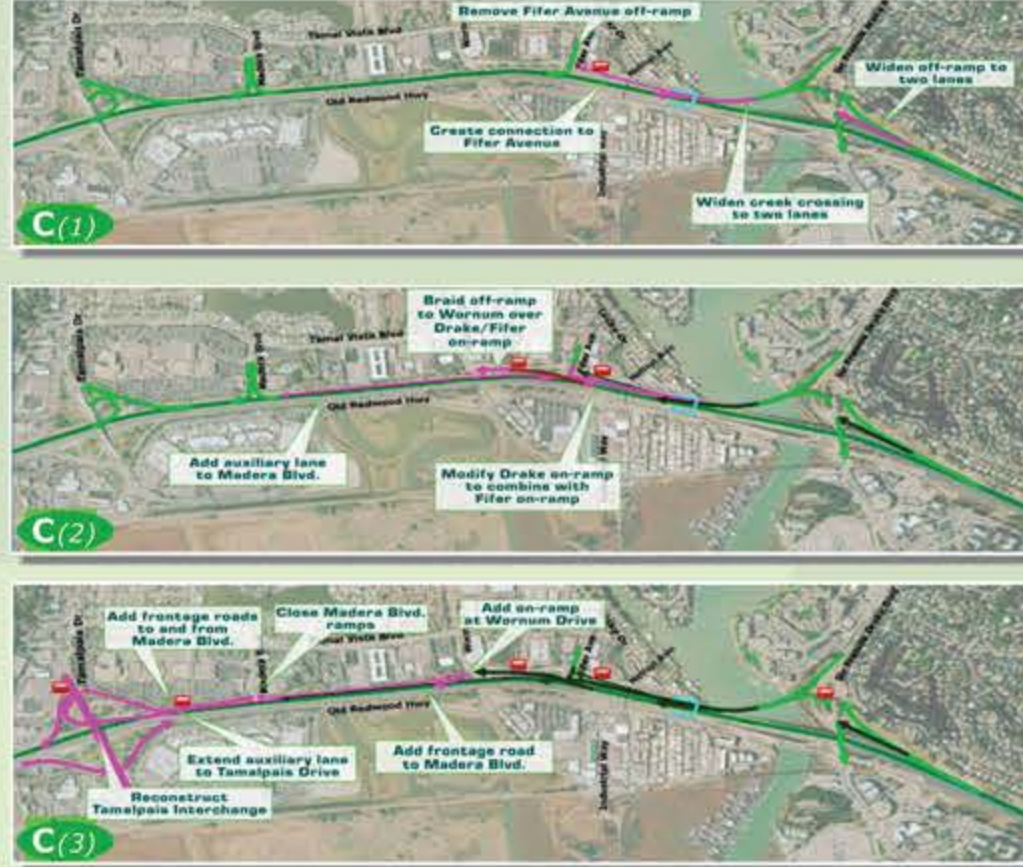
COST/FUNDING

2 NB and 1 Phased SB Option

NORTHBOUND



SOUTHBOUND

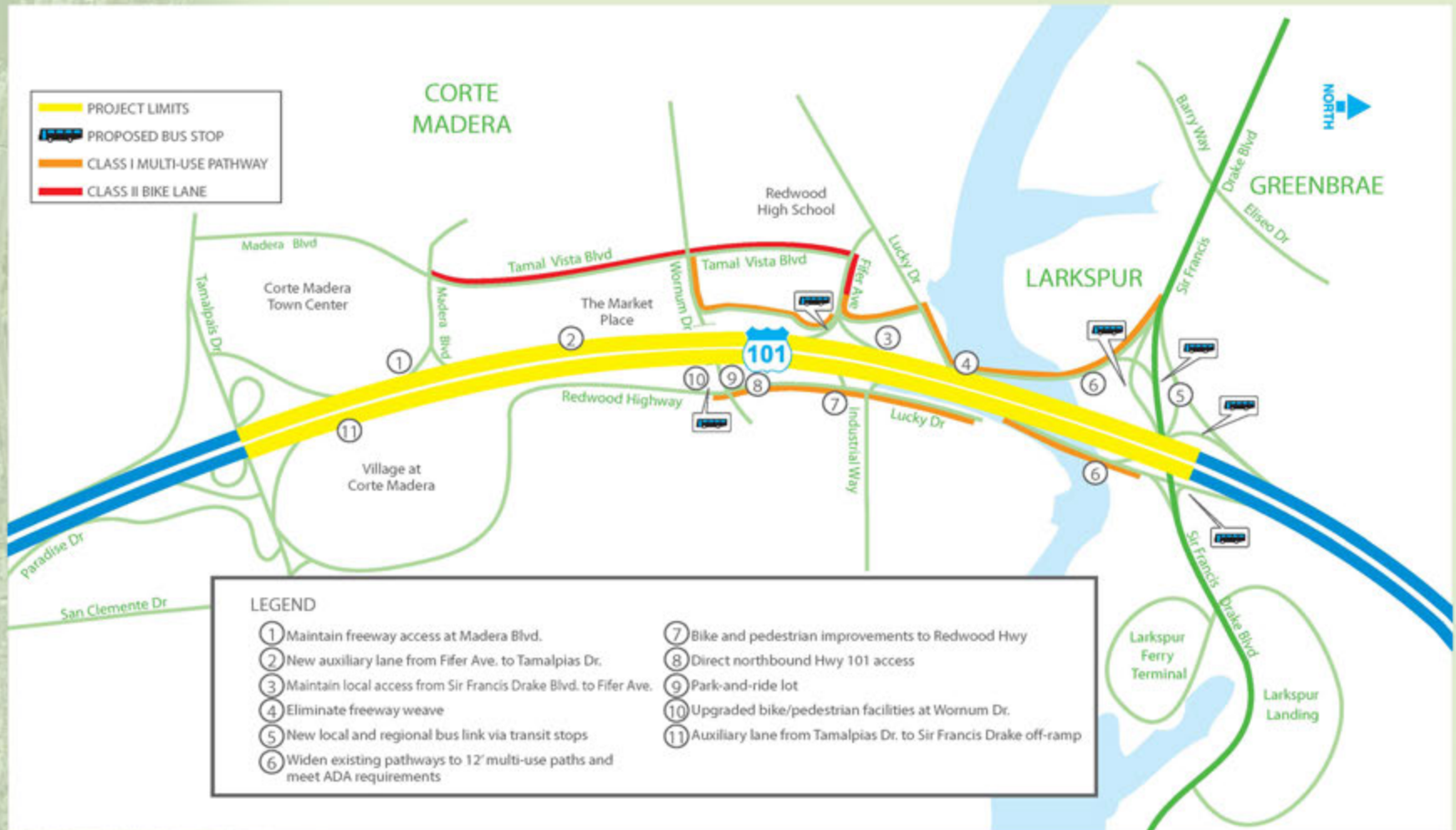


DETAILED
ANALYSIS

PROPOSED PROJECT



Proposed Project Improvements



Visual Simulations

US 101 Northbound at
Industrial Way on-ramp



Existing Conditions

US 101 Southbound at
Lucky Drive off-ramp



Fifer Avenue



Proposed Project

Visual Simulations

Industrial Way



Existing Conditions



Proposed Project

Redwood Highway



Visual Simulations

Redwood Highway/Wornum Drive



Existing Conditions

Redwood Highway/Wornum Drive

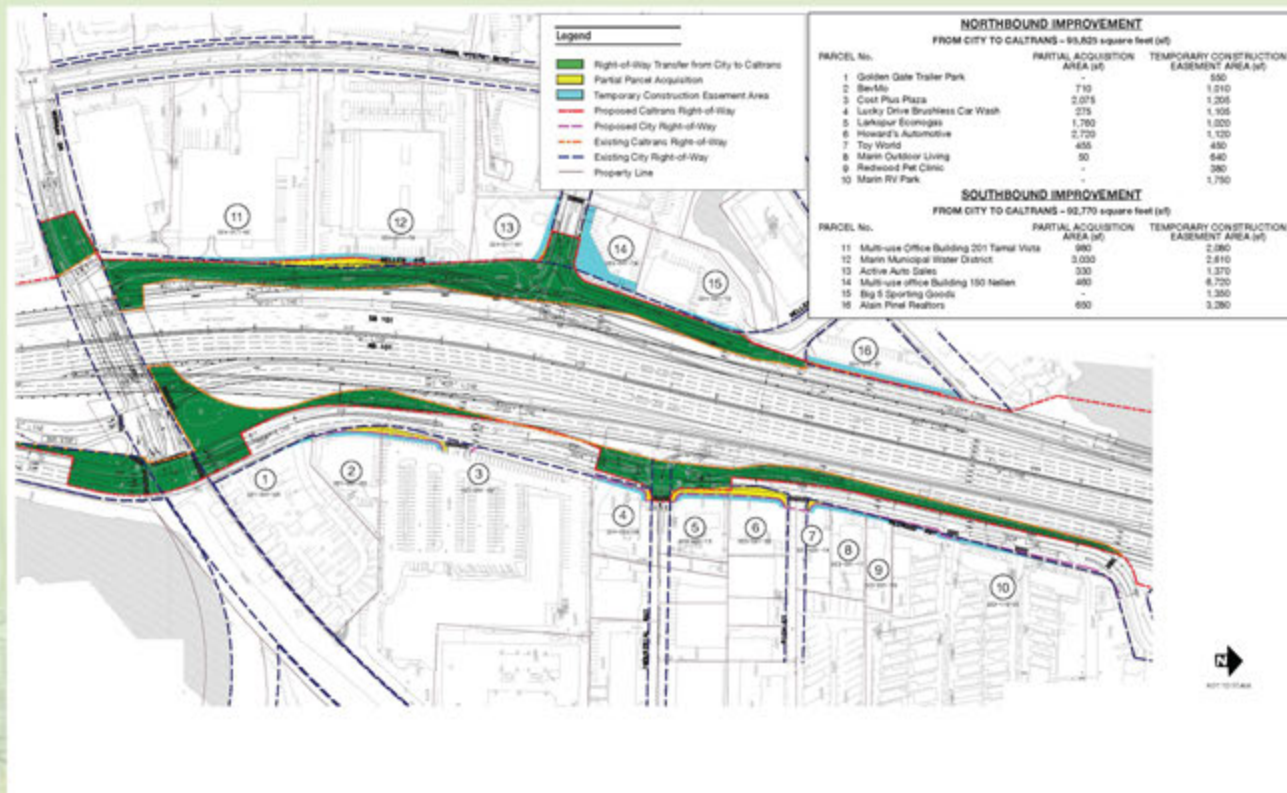


Proposed Project



Proposed Property Impacts

Construction of the proposed project will require acquisition of 16 small slivers of property at the edge of existing property frontage, which primarily consists of landscaped areas and parking areas. No displacement and/or relocation of existing businesses or residences are anticipated from these partial acquisitions.

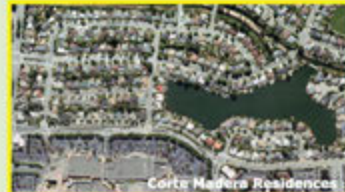


Environmental Constraints



Edgewater Lagoon

- Former flood retention lagoon
- State and federal regulatory agency jurisdiction



Corte Madera Residences



Golden Gate Trailer Court

- Residential - traffic, air quality, noise, socioeconomics



Corte Madera Creek

- Salt marsh harvest mouse
- Coho/Chinook salmon and Steelhead trout
- State, local and federal regulatory agency jurisdiction



Town Center Corte Madera



Village at Corte Madera

- Non-residential (Business) – transportation access, parking



Shorebird Marsh



Corte Madera Ecological Reserve

- California clapper rail, California black rails, and salt marsh harvest mouse
- Section 4(f) property - Prudent and feasible avoidance
- State and federal regulatory agency jurisdiction

- Creek/Lagoon
- Marsh
- Residential
- Business

Project Technical Studies

Technical studies completed:

- Phase I Environmental Site Assessment (Hazardous Materials)
- Visual Assessment
- Natural Environment Study (Biological Resources)
- Cultural Resources Studies
- Geotechnical Study
- Hydrology and Drainage
- Traffic Analysis
- 4(f) Resources
- Socioeconomic/Community Impacts Assessment
- Noise Analysis
- Air Quality Analysis
- Paleontology
- Water Quality
- Floodplains
- Climate Adaptation/Sea Level Rise

Environmental Review

National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Lead Agency - Caltrans

Environmental Document - Draft Initial Study with Proposed Mitigated Negative Declaration/Draft Environmental Assessment

Environmental Review Milestones

- Collect data and document existing conditions
- Conduct resource evaluations/prepare technical study reports
- Prepare Draft Environmental Document
- Conduct 45-day public review and public hearing on the Draft Document
- Prepare Response to Comments
- Prepare Mitigated Negative Declaration/Finding of No Significant Impact (Final Environmental Document)
- Environmental Document Approval and Certification

Project Development Timeline

National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Lead Agency – Caltrans

Environmental Document – Draft Initial Study with Proposed Mitigated Negative Declaration/Draft Environmental Assessment

Project Milestones Timeline

Environmental Review Milestones



Public Participation



How You Can Stay Involved...

- Read **project information materials**
- Contact **members of the project team:**

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E-mail **BWhitney@tam.ca.gov**

Caltrans Project Manager, **Betcy Joseph**

Phone **(510) 286-5097**

E-mail **betcy_joseph@dot.ca.gov**

- **Sign up for our mailing list.** When you sign-in today, please provide your complete mailing address and an e-mail address
- **Visit the project website at www.tam.ca.gov,** then click on Projects & Programs - Hwy 101 Greenbrae Twin Cities
- **Watch for announcements** about the release of the Draft Environmental Document
- Attend **upcoming public hearing** on the Draft Environmental Document

Thank you for your participation!

